

Events: Cornwall Core Strategy Options Paper 4 Delivery

Full Name	Organisation Details	Attachment(s)?	General Comments - Please give any general comments below.	Officer Response
Andrew McDouall	Consultation Service Natural England	No	We strongly recommend that this section should include specific reference to green infrastructure in relation to infrastructure. Green infrastructure is a key element of high quality and sustainable development and effective delivery will be crucial to ensuring that the people using and occupying all new development can sustain healthy lifestyles that do not harm or damage the natural environment.	Noted. Agree that the Core Strategy should make clear that green infrastructure is seen as an integral part of infrastructure.
Barbara Morgan	Commercial Schemes Sponsor Network Rail - Western Route	No	There is very little reference to transportation issues and the future aims / visions which the Council may have to improve the transport infrastructure and opportunities for transportation. With this in mind, I enclose a link to Network Rail's website; http://www.networkrail.co.uk/browseDirectory.aspx?dir=\RUS20Documents&pageid=2895&root= This link provides access to Network Rail's Great Western Route Utilisation Strategy (March 2010) of which sets out the strategic vision for the future of the railway in this vital part of the railway network. It is hoped that this will be of use to the Council to keep you up to date with future aspirations for railway development in Cornwall.	Noted with thanks. Network Rail is represented at our Infrastructure Providers Group where we work to identify infrastructure needed to support growth in Cornwall. An Infrastructure Delivery Plan baseline report was published in January to which Network Rail has contributed It is hoped that Network Rail will continue to engage with us to help produce the Cornwall Infrastructure Delivery Plan which will sit alongside the Core Strategy. There were indeed a few voices calling for affordable housing to be included in the CIL, however this has not been repeated lately and government has remained silent on the issue. It seems unlikely that bringing affordable housing under the CIL will be practical or beneficial for Cornwall.
Cllr Ashley Wood	Chairman Lanner Parish Council	No	In recent weeks it has been reported that CIL will be used to fund the provision of financial aid to first time buyers of affordable homes, enabling them to meet mortgage requirements. It would be beneficial to know to what extent this would affect the infrastructure objectives envisaged being achieved in 4.2.	
David Lobban	PCL Planning	No	We believe an Infrastructure Delivery Plan (IDP) to be an essential component of delivery of a Core Strategy. Therefore, in our view, it is essential that the IDP is brought forward alongside the emerging Core Strategy and assists in identifying the appropriate strategy. We note the intention to introduce CIL and become a charging authority. The broad perimeters of this will need to be established in the Core Strategy and will need to be accompanied by the detail that only the IDP can bring forward. In our view, this is an urgent piece of work.	Agree. Work is currently going on to produce the IDP with help from an Infrastructure Providers Group which encompasses all key infrastructure providers in Cornwall. Progress of the IDP work can be seen on our IDP webpages, via the following link: The IDP forms part of the Core Strategy work and will be completed at the time of submission of the Core Strategy
David Orr		No	The Delivery of the Strategy also needs a focus on quality of urbanism, place making, housing/employment/ retail buildings and forms and quality of transport, highway and street design. These may change our environment and landscape but this needs to be for the better in both urban and rural locations - not as much recent development has done, The delivery of infrastructure and the hardware referred to in this strategy alone needs to be qualified by this design quality requirement, which means more use of Building for Life for housing-based development, use of high quality designers on design and architectural teams, a design review panel and commitment to proper design enquiry with communities for all major development (including highway and rail works).	Agree. The next stage of the Core Strategy will widen its focus beyond the 'how much' and 'where' of growth and issues such as place making and quality of development will be included. Work is moreover underway to produce a Cornwall Design Guide which will guide the quality of new development and underpin the Council's desire to achieve good design.
Gary Parsons	Sport England	Yes	Sport England supports use of planning obligations/community infrastructure levy as a way of securing the provision of new or enhanced places for sport and	Noted. We are working with the council's leisure services to identify the needs that will arise from growth. Delivery of infrastructure necessary to support

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			<p>a contribution towards their future maintenance, to meet the needs arising from new development. This does need to be based on a robust PPG17 evidence base (see above comment [attached]). This includes indoor sports facilities (swimming pools, sports halls, etc) as well as playing fields and multi use games courts.</p> <p>All new dwellings (38,000-57,000 new homes including the Eco Town) in Cornwall in the plan period should provide for new or enhanced existing sport and recreation facilities to help create opportunities for physical activity whilst having a major positive impact on health and mental wellbeing.</p>	<p>growth will be set out in the Infrastructure Delivery Plan, which will be published alongside the Core Strategy.</p>
J Milward	Woodland Trust	No	<p>Delivery – Paragraph 4.2</p> <p>We believe that provision of high quality green infrastructure should be a primary land use and management consideration for Community Network Areas. For this reason, we would like to see the Cornwall Core Strategy make it clear that 'new infrastructure' under the Community Infrastructure Levy specifically includes Green Infrastructure.</p> <p>Natural England's 'Green Infrastructure Guidance' (NE 176, Natural England, 2009) states that: 'The provision of green infrastructure in and around urban areas is now widely recognised as contributing towards creating places where people want to live and work. The concept of green infrastructure isan essential component of good planning for urban and rural areas, particularly in the face of climate change'.</p> <p>The Commission for Architecture and the Built Environment has called for greater levels of funding for GI by shifting spend from 'grey' to green infrastructure as outlined in 'Grey to Green: How we shift funding and skills to green our cities' (CABE, 2009).</p> <p>We would like to see the Core Strategy make it clear that green infrastructure is eligible for CIL 'infrastructure' funding, and for this to be backed up with a CIL/developer obligation SPD.</p>	<p>Noted. 'Infrastructure' does include green infrastructure and the Infrastructure Delivery Plan does identify green infrastructure needs, alongside social and 'grey' infrastructure needs. Agree that this should be clarified in the Core Strategy</p> <p>Noted. Cornwall Council is currently in the process of progressing work on a Green Infrastructure Strategy which will underpin the Council's approach towards GI.</p> <p>Noted.</p> <p>Noted.</p>
John Hodkin	Associate Director c/o Terence O'Rourke Ltd	Yes	<p>Eco-Bos recognises the importance of delivery and is fully aware, through its Eco- Communities programme, of the infrastructure necessary to support larger-scale projects. However, it should be recognised that whilst growth will comprise a variety of locations and scales, it is likely that only larger-scale projects will be able to make substantial improvements to infrastructure, through new provision or the improvement of existing provision.</p> <p>The Council's preference for a Community Infrastructure Levy is noted. Eco-Bos is supportive of any mechanism that will ensure that contributions towards infrastructure provision are sought on a fair and equitable basis subject to viability, and agrees that access to external sources of funding for infrastructure should be maximised to assist delivery of the Core Strategy vision.</p>	<p>Noted. The Community Infrastructure Levy, once adopted, will provide the mechanism to collect contributions towards infrastructure provision from most developments, not only the largest scale developments</p> <p>Noted.</p>
Mervyn Mitchell		No	<p>The use of any moneys to improve infrastructure should avoid large projects that only give a relatively small improvement locally. In my experience many small local improvements are considerably more economical and more beneficial to the community and business than one or two major projects. e.g a</p>	<p>Noted. The decision about what to spend money collected via the Community Infrastructure Levy on is ultimately a political one. One local authority recently proposed to spend most of its CIL money on local projects whilst another proposed to spend all on strategic projects. It is however certain that the CIL</p>

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			road visibility improvement is cheaper than a road junction re-alignment. The road is made safer and more usable by moving back a few hedges.	money will not cover all infrastructure needs and priorities will need to be set.
Simon Newport	Commercial Director First Devon and Cornwall	No	New developments need to be linked to public transport and existing public transport. The construction of new park and ride sites are likely to be white elephants. We need to build on the existing bus network and enhance this through pump prime funding. This can be obtained from the developers as part of a section 106 strategy. The bus operators would want to work direct with the developer to develop a sustainable and viable network once the pump priming ends.	Agree that we need to build on existing bus networks and work with bus operators to improve the viability of the public transport network. This is supported by our newly published LTP3. We are working with Cornwall's public transport providers to achieve appropriate solutions for future travel needs. Cornwall is however a large and varied area and these solutions may well include park and ride facilities.